

CLASSIFICATION

COUNTRY Polish Occupied Germany Poland REPORT

TOPIC Debrzno (Preussisch Friedland) Airfield

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EVALUATION PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

DATE OBTAINED PREPARED 6 May 1955

REFERENCES 25X1

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS This is UNEVALUATED Information

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1. In 1949, surveying for the construction of an airfield was done in the area just east of the Linde-Dobrin road, between the railroad line and the southern bank of Stadt See (lake), south of Preussisch Friedland (53°32'N/17°14'E) as far as the former Beatenhof. The area was off limits and guarded by Polish soldiers. A board fence obstructed the view from the Dobrin-Linde road. Through gaps in the fence it was seen that ditches, 2 to 3 meters deep, were being dug for the laying of cement pipes which varied in diameters from 30 to 100 cm. These pipes probably for drainage purposes were stored at the southern bank of Stadt See. The woods about 1 km north of Linde (indicated on sheet L-11, scale 1:100,000) had been cleared except for a section in the south. In 1953, a spur track was being constructed from the Linde railroad station to this latter wooded section. The farm houses in that area had already been evacuated in 1951; part of them had been torn down. Many temporary buildings which apparently served as quarters for guard and work personnel and for storage purposes were seen just northwest of the remaining part of the woods. Construction work on buildings almost south of Preussisch Friedland was seen from the railroad line near Linde. Most of the work was done by Polish Army soldiers part of whom were quartered in the school and several evacuated apartments in Linde. These soldiers were transported to the construction site by trucks. Part of the soldiers were quartered in the temporary buildings mentioned above and part of them were quartered in Preussisch Friedland. No estimates could be made as to the number of soldiers employed but there appeared to be "very many". an airfield was under construction although it was prohibited to talk about it. The target date for the completion of the field was unknown.

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2. In the summer of 1954, there was a construction site at the southern perimeter of Flatow east of the railroad line to Krojanke (53°18'N/16°59'E). It was rumored that a large fuel dump was constructed there. This project was possibly connected with the airfield construction.

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Comment. This is the first detailed information received on Debrzno airfield. Previous information had only indicated that an airfield with a runway of about 2,000 meters was located there.

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SECRET/NOFORN

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